



I-405 Executive Committee Meeting

October 2, 2003 – 10:30 am to 12:00 noon

Meeting Summary

The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.

Executive Committee members in attendance

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> George Kargianis
Chair | <input checked="" type="checkbox"/> Rob McKenna
Transportation
Improvement Board | <input checked="" type="checkbox"/> Dan Mathis
FHWA |
| <input type="checkbox"/> Tom Dillon (Alt)
City of Kirkland | <input checked="" type="checkbox"/> Sen. Jim Horn
WA State Senate | <input checked="" type="checkbox"/> Sen. Margarita Prentice
WA State Senate |
| <input checked="" type="checkbox"/> Connie Marshall
City of Bellevue | <input checked="" type="checkbox"/> Bob Edwards
PSRC | <input checked="" type="checkbox"/> Randy Corman
City of Renton |
| <input checked="" type="checkbox"/> Dick Paylor
City of Bothell | <input checked="" type="checkbox"/> Rosemarie Ives
City of Redmond | <input type="checkbox"/> Steve Mullet
City of Tukwila |
| <input checked="" type="checkbox"/> Sonny Putter
City of Newcastle | <input checked="" type="checkbox"/> Joan McBride
City of Kirkland | <input type="checkbox"/> Grant Degginger (Alt.)
City of Bellevue |
| <input type="checkbox"/> David Dye
WSDOT | <input checked="" type="checkbox"/> Jim Morrow (Alt.)
City of Tukwila | <input type="checkbox"/> Aubrey Davis (Alt.)
WSTC |
| <input type="checkbox"/> Rep. Cheryl Pflug
WA State House of Reps. | <input checked="" type="checkbox"/> Dave Gossett
Snohomish County | <input type="checkbox"/> Jeff Sax
Snohomish County |
| <input type="checkbox"/> Chuck Mosher
Sound Transit | <input type="checkbox"/> Rep. Christopher Hurst
WA State House of Reps. | <input type="checkbox"/> Tom Paine (Alt.)
City of Redmond |
| <input checked="" type="checkbox"/> Rick Krochalis
FTA | <input checked="" type="checkbox"/> Harold Taniguchi
King County | <input type="checkbox"/> Tim Olsen
City of Bothell |

Staff and Observers

Jeff Switzer, Eastside Journal
Pete Beaulieu, PSRC
Nick Afzali, City of Renton
Chris Johnson, Councilman McKenna's office
Sandra Meyer, City of Renton
Kevin Shively, Transportation Choices

Happy Longfellow, Parametrix
Brian O'Sullivan, Sound Transit
Terry Marpert, City of Redmond
Ann Martin, King County Transportation
Kim Becklund, City of Bellevue

Project Management Team

Craig Stone, WSDOT
Kim Henry, WSDOT
Hank Peters, Consultant
Colleen Gants, PRR

Steve Quinn, HNTB
Keith McGowan, McGowan Environmental
Brian Wilkinson, Wilkinson Ferrari
Rita Brogan, PRR

CALL TO ORDER

Chairman and Commissioner George Kargianis called the meeting to order at 10:40 a.m., by reviewing the significant milestones leading up to today's meeting.

- "Today marks an important milestone for our committee. We will be endorsing the I-405 Corridor 10-Year Implementation Plan as a management tool to guide our environmental and engineering design work, as we move this project forward.
- This is the next major step toward fulfilling the I-405 vision. We've made some remarkable progress since the summer of 1999, when we sat down together for the first time to talk about the need for an integrated approach to solving our congestion on I-405. In that short time, we've shaped a regional consensus, completed an EIS under the "reinventing NEPA" process, and we've been able to secure \$485 million to begin working on I-405's worst hot spots.
- Since the EIS was completed we've been working on the C package, which is our 10-Year Implementation Plan for I-405. The Implementation Plan will be funded through several sources, including, and most significantly the RTID.
- We've approached every step along the way as a true regional partnership, knowing that as long as we maintained our clear vision for I-405, we would move forward.
- We've come a great distance. I-405 is key to the mobility of the entire region and our plan integrates transit, freight, and road capacity within the urban growth area.
- The RTID funding mechanism marks an important opportunity to fund a significant portion of our I-405 vision. Our communities need to have confidence in the regional vision, and in our commitment to keep I-405 moving in the right direction, toward our ultimate vision, with the following implementation principles:
 - Worst First
 - Fulfill the Vision
 - Build Logical Segments
 - Geographic Investments
 - Early Environmental Action
 - Minimize Costs, Risks & Delays
 - Minimize Construction Impacts
 - Modal Balance
 - Achieve Early Actions
- This is the message that I urge we take forward from our meeting today-- We've made terrific progress, and we need to keep moving forward."

Mr. Kargianis recognized the hard work and dedication of the I-405 Project Staff who worked long and hard to develop a "C" package that would bring us closer to the ultimate I-405 vision. With that, he introduced Mr. Craig Stone, WSDOT's I-405 Project Director.

Over the life of this Implementation Plan, there may be two more Federal Re-Authorizations, like ISTEA or TEA21 – it's hard to speculate 8 years out, but this Implementation Plan gives us a roadmap to guide us through the next phase of the project. It sets the bar high, and includes additional funding above RTID. The Implementation Plan addresses the number of mainline I-405 lanes, C/D lanes, auxiliary lanes, climbing lanes, and specifies a couple of braided ramp locations. With the exception of major freeway-to-freeway interchanges, specific interchange improvements are not identified, other than noting that the interchanges are to be improved. The plan includes accommodation of transit direct-access ramps and includes other transit improvements in cooperation with transit agencies.

The Implementation Plan will provide a continuous multi-modal corridor improvement project from I-5 in Tukwila to SR 522 in Bothell. The plan adds two lanes from SR 167 in Tukwila up to I-90 (the narrowest portion of the corridor with the highest congestion); a single lane each direction from I-90 to SR 522; and near master-plan level improvements from NE 70th to NE 116th. This roadmap also includes design considerations for a Bus Rapid Transit line.

Inside the meeting folder are two selected graphs that show driving speeds after improvements, through key sections of I-405 in the afternoon peak period. These were produced after the Executive Committee's request for performance information – Figure 1 is the NB lanes from Bellevue through the Kirkland Crawl to SR 522 in Bothell. Figure 2 is the SB lanes from Bellevue through the choke points at Wilburton and I-90 Weaves, and the SR 167 Interchange to SR 181 in Tukwila.

Mr. Stone re-emphasized that this is a management plan to pursue further funding and designs for the corridor. It will take 18-24 months to move forward with this plan if RTID goes on the ballot as planned in November of 2004.

Mr. Stone turned the attention to the back of meeting folder to some significant factors that came out of the EIS phase of the project, and that are probably pretty familiar to the Executive Committee. The first shows hour of traffic congestion per day on I-405, with the Renton area being the worst with 10-12 hours, and Kirkland and Bellevue averaging 2-8 hours per day. I-405 is one of the worst congested corridors in the state. The second diagram show primary freight movements along and around the I-5 corridor and the Puget Sound area. Clearly I-405, next to I-5, carries the largest amount of freight by truck, and provides a critical second option for trucks to get north to Canada. Finally, the "brain scans," or brightly-colored congestion graphs, show the level of congestion ("traffic hot spots") a given time and at a specific point along I-405 north and southbound.

The Implementation Plan was prepared with an anticipated RTID funding level in the range of \$2.8 – \$3.2 billion, with additional funding coming from FHWA, FTA, and other Federal and local funding sources.

Mayor Rosemarie Ives – Thanked Craig Stone for this presentation, and for his team's efforts to produce a rational plan of improvements through the Implementation Plan. She acknowledged the Executive Committee's role to provide leadership and direction.

Mayor Ives pointed out what she saw as a flaw in the HOV to HOV connections at SR 522 & I-405, SR 520 & I-405, I-90 & I-405, SR 167 & I-405, and I-5 & I-405. Out of this list, Rosemary Ives pointed out that the most critical connection is the SR 520

and I-405 connection. She therefore noted that this "needs tweaking" and that it also represented a "significant flaw." She wanted to be sure that this was noted.

Mr. Rick Krochalis wanted to make sure that this region gets its fair share of transit funding. This plan seems to be spending a minimum amount on transit. He questioned whether any of the transit decisions were based on funding availability.

Mr. Stone went to the white board to outline an Implementation Plan funding scenario that assumes Federal money

Again, it's uncertain how many Federal transportation reauthorizations we will have, or what Regional or local plans will pass. But a simple scenario to get to the \$4.7 billion Implementation Plan would include:

\$2.8 – 3.2 billion from RTID

\$200 million FHWA

\$200 million package from Sound Transit/FTA/Metro

Mr. Stone reminded the Committee that the environmental strategy includes clearing enough of the environmental issues through our environmental documents that we are prepared to begin work on the Implementation Plan improvements as soon as funding comes through.

Councilman Rob McKenna asked Craig to expand on two points:

1. Desired C (State plus RTID only) and Desired C (State, RTID, and other)?
2. What are the key program differences between desired "C" and Implementation Plan?

Councilman Dave Gossett sought clarification as to which segments are general purpose versus the ones that are not.

Craig walked the Committee through the Desired "C" Package Scope Elements outlined on the right interior side of the meeting folder, working his way from north to south, and outlining the system-wide features as well (see meeting folder for complete description).

Councilman Dick Paylor asked for clarification on the dashed lines shown on the interior maps shown on the black and white insert (see meeting folder insert for complete description).

Mr. Stone described the meeting folder insert:

- The first map shows the Nickel projects, and all the other maps progressively show the Nickels in dashed lines to represent areas previously outlined in another map.
- The next map is the King County DOT map that KC Executive Ron Sims and his staff proposed as a potential funding plan for I-405 in RTID.
- Next, is a reduced "C" Package that shows the plan with State (nickel) funds and a reduced RTID funding package.
- The next map shows the Desired "C" Package with State (nickel) funds and a higher RTID funding package.
- Finally, the Desired "C" Package (recommended Implementation Plan) with State (nickel) funds, higher RTID funding package, and other funding.

Mayor Connie Marshall expressed her need to be certain as to what she would be voting on – will we have the funding for the Implementation Plan?

Mr. Stone: The Implementation Plan outlines functionally what we want to pursue over the next 10-15 years as we move closer to the Master Plan, that many of you were involved in supporting in 2002 when we completed the final EIS and Record of Decision. A more aggressive funding scenario might include:

\$500 million in State Nickel Funds
\$2.8 – 3.2 billion from RTID
\$200 million FHWA

\$200 million package from Sound Transit/Metro/FTA
\$100-200 for possible HOT Lanes development
\$400 million from delivering program at 50% mid-range CEVP cost compared against 90% high-range CEVP cost estimate

We need enough of an Umbrella to design and model to, as well as complete our environmental review for – this plan is the Implementation Plan

Mr. Kargianis noted that the funding ceiling is \$4.7 billion

Mayor Marshall wanted to make sure that we are committed to “fulfilling the vision.” Will we have ultimate build out in 10 years? Most of the Bellevue elements are in the ultimate vision.

Mr. Kargianis added that the Commission’s position is that the Implementation Plan should occur over the next 10 years. Addressing the problem 15-20 years out does not address the problem in a timely manner. Other funding may have to come available. We are definitely not abandoning the vision.

Mr. Jim Morrow thanked Mayor Marshall for her commitment, and supported keeping the RTID funding at \$3.2 billion. We need to be the champions for keeping the I-405 project on the radar screen for RTID. Is keeping the funding level up a “trap” for betting on future funding that we have no control over?

Councilman Randy Corman referred to the recent SCAT Board Meeting - Did we not receive as much funding as we had hoped?

Mr. Stone – walked the committee through some of the other projects that are on the funding list in the southend, that contribute to overall RTID functionality:

- SR 167
- Triangle area near Federal Way
- SR 509
- I-405 – hard to come up with a recommendation of \$800 million for I-405
- SR 518

Councilman Sonny Putter focused the Executive Committee on the task at hand, “Let’s think about our task today – we have already adopted the 20-year vision for I-405, and now we need to focus our attention on the 10-year Implementation Plan. The bulk of the funding for this phase, \$3.7 – \$4.7 billion, will come from the state and RTID. The Implementation serves as a guide, and says, ‘Go pursue funding!’.”

Mr. Putter emphasized that to move forward with improving the implementation plan would open the door for opportunities to pursue funding, obtain environmental clearance prior to funding, and start to design the projects.

Councilwoman Joan McBride put a question to the motion. She stated that while she supports the concept of the Implementation Plan, the discussion is not over. She expressed reservations to vote in the affirmative with knowledge that there are still issues in Kirkland – the global issues of managed lanes, progressive lanes to embrace the future, and a real BRT system.

Further discussion ensued regarding the Implementation Plan as a “next incremental step” toward the 20-year vision, or Master Plan for I-405.

Mr. McKenna moved to approve the recommended Implementation Plan (Desired “C” Package) with a total cost of \$4.7 billion; \$3.2 billion of which would be from RTID. We will actively pursue funding opportunities for the remaining costs to get to the \$4.7 billion.

The Executive Committee approved the motion to endorse the recommended Implementation Plan. Commissioner Kargianis asked for a consensus statement and for the individuals with dissenting opinions to please speak to their objection.

Mr. Gossett admitted he is wearing two hats: that of an RTID Board member and that of an I-405 Executive Committee member – so, he cannot openly support an Implementation Plan that calls for \$3.2 billion from RTID. As an Executive Committee member, he is in favor of the Implementation Plan and can support it with that caveat.

Ms. Ives took the opportunity to say that she can go along with the Implementation Plan, but wanted to express that “It is irrational not to connect freeways to freeways. This is a major mistake. We need to pay attention to the Redmond side of 85th, and not ignore it because it doesn’t deliver the same value as the SR 522/I-405 interchange or I-90/I-405 interchange.” Ms. Ives voted endorsed the Implementation Plan as a complete Program toward the vision, but wanted her objections noted.

Ms. McBride commented that this was a difficult vote, however, it passed well. She did not wish to comment further.

Mr. Putter said “Any voter can understand that this stuff is dynamite. It is a comparison of options in very real people terms. If we can encourage RTID to implement this, we will be further empowered to pursue other funding. We need to show that this plan can achieve real performance.”

Mr. McKenna spoke briefly about the RTID program.
Total Package from King County is proposed at \$7.7 billion
Sub-Area budgets would be \$2.8B East
 \$500m SR 520
 \$50m I-90
 \$250m Other
 \$2B I-405

(The Implementation Plan requires just under \$2B from East)

SR 167 has new CEVP numbers that leave a gap in funding. Would South King County accept a one-lane option? King County Councilwoman Julia Patterson is facilitating a discussion amongst representatives from the southend communities to discuss this further.

Next, a discussion took place on the vehicle license fee – debating the merits of a \$25, \$50, or \$75 fee. Also discussed the sales tax options.

Mr. Jim Morrow expressed that in some terms, “going below a certain dollar amount with RTID might not make it worthwhile to do the project at all.”

Ms. Ives shared the business needs of the I-405 and SR 520 corridors.

Action Items:

Chairman George Kargianis requested an Op Ed in the paper (published in the King County Journal – Winter, 2003).

The meeting was adjourned at 12:07 pm.